Community Task Force
July 25, 2017
Welcome and Introductions
Project Partners

- Regional Transportation District (RTD)
- Colorado Department of Transportation (CDOT)
- Denver Regional Council of Governments (DRCOG)
- City of Aurora
Meeting Purpose and Agenda
Meeting Purpose

- Overview of project background and progress to-date
- Review updated analysis and design concepts for Bus Rapid Transit (BRT) on Colfax
- Gather initial Task Force input and identify key questions
- Outline the path forward
Agenda

- Task Force Roles and Expectations
- Project History
- Project Evolution
- Q&A
- Next Steps
Role of the Community Task Force
Community Task Force

Roles and Expectations

- Represent your community
- Bring ideas
- Respect the ideas of others
- Be available
- Share information
Project History: *How we got here...*
Purpose of the Project

To identify and provide a package of multi-modal transportation improvements in the East Colfax corridor that:

- Improve mobility, connectivity, safety, and accessibility
- Meet current and future person-trip demand
- Encourage a shift of auto trips to alternative modes
- Interact seamlessly, efficiently, and safely with other transportation corridors, systems, and modes
- Are consistent with area economic development, placemaking/streetscaping and liveability plans and principles
Study Area
Key Challenges and Opportunities

- Moving more people along and to destinations along East Colfax without adding lanes or taking property

- Growth of Denver region even greater than expected

- Very high Colfax corridor ridership today (22,000 / weekday)
Why is This Project Needed?

Population Growth

107,000
135,000

Employment Growth

168,000
280,000

(2010 to 2035)
Why is This Project Needed?

Person-Trip Growth
168,000 — 209,000

Bus Trip Growth
28,000* — 34,000*

*(ridership includes 10, 20, and 15 & 15L)

(2010 to 2035)
Project Background

- **Study began in 2012**
  - Public Scoping (2012)
  - Alternatives Analysis (2013)
  - Bus Rapid Transit (BRT) identified (2014)
  - Side-Running BRT using peak-period lanes (2016)
## Community and Agency Feedback

<table>
<thead>
<tr>
<th>Supported Outcomes</th>
<th>Opportunities for Improvement</th>
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<tbody>
<tr>
<td>Doubles existing ridership</td>
<td>Be bold – think long term</td>
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<tr>
<td>Increases person-trip capacity</td>
<td>24-hour transit lane</td>
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<td>Reduces transit travel time</td>
<td>Placemaking – opportunity to reimagine Colfax as Main Street</td>
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<td>Reliability</td>
<td>Prioritize pedestrians and bicycle safety and access (Vision Zero)</td>
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<td>Enhanced Passenger Experience</td>
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Project Evolution: *Where we’re going*…
Project Evolution

- Side-Running BRT concept refined based on community input, project goals and mobility needs

- Analyzed potential alternative options

- Center-Running BRT design better addresses key community, safety and mobility priorities
Center-Running BRT

MAX, Las Vegas, NV
Center-Running BRT

Geary BRT & Van Ness BRT, San Francisco
The Colfax BRT Opportunity
The Colfax BRT Opportunity
The Colfax BRT Opportunity

- Center transit lanes - similar to urban rail
- Single-direction station platforms far side of intersection
- Left turn lanes at signals
- Less conflict between buses and autos
The Colfax BRT Opportunity
## The Colfax BRT Opportunity

| A SAFE Street | ● Vision Zero  
|               |   ● Pedestrian-first design |
| A Street for PEOPLE | ● Create spaces for active neighborhood centers  
|                     |   ● Open sidewalks for retail and pedestrian uses |
| A Street with Transit at its HEART | ● Efficient, reliable and comfortable operations  
|                                      |   ● Long-lasting redevelopment and mobility benefits |
| A Street that WORKS | ● Move more people, not just vehicles  
|                        |   ● Improve mobility for all modes of transportation |
A SAFE Street
Vision Zero

- Island stations calm traffic
- Pedestrian refuges reduce crossing distance
- Shorter crossing distances = less exposure to vehicle traffic
- Eliminating unprotected lefts improves pedestrian safety
- Station lighting enhances security
A SAFE Street
Pedestrian/Bicycle first design

- Improved multi-modal access and connectivity
- Designs that protect the most vulnerable users
- Safer, more accessible, walkable and bikeable neighborhoods

HealthLine BRT passengers crossing from a center station platform near the Cleveland Clinic
A Street for PEOPLE
Creating Strong Neighborhood Centers

- Frees sidewalk space for retail and community activation
- Increases opportunity for public art and streetscape improvements
- Placemaking increases property values
A Street with Transit at its HEART
Transit Speed and Reliability

- Eliminates many curbside conflicts
- **Future proofing** as land-use, traffic, and curb uses change
- Frequent service (every 3-5 minutes)
- High quality stations
A Street with Transit at its HEART
Corridor Redevelopment

- Transit Oriented Development
- Conveys sense of permanence
- High-profile public investment attracts private investment
- Increased access to Jobs

Jobs doubled along Euclid Avenue after completion of HealthLine: CSU study

$5.5 BILLION
IN NEW INVESTMENT
resulting from the
EUCLID AVENUE STREETSCAPE and BRT Project
A Street with Transit at its HEART
Affordable Housing

- Transit corridors provide best opportunity for development of affordable housing
- DHA’s current strategy is to locate housing near high capacity transit.
A Street that WORKS
Transit Capacity & Ridership

- **Current bus ridership more than doubles** – Colfax BRT projected ridership of up to 50,000 by 2035

- **Shift from vehicles to transit due to improved travel times**, reliability and convenience of BRT

- **Improved transit travel times** – up to 15 minutes faster during peak periods in 2035 than if we do nothing
A Street that WORKS
Transit Capacity & Ridership

- HealthLine (Cleveland): 48% ridership increase
- EmX (Eugene): 100% ridership increase in 1st year of operations
- Orange Line (Los Angeles): Achieved 15-year forecast of 20,000+ riders in first seven months
Conceptual Operations

Project Map

To Denver Union Station

To Decatur Federal Station

To Denver Union Station

To Aurora Metro Center | R Line

Colfax Corridor Connections
Screen 3 Plus Results Summary

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<th>Mobility</th>
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<td>Bus Rapid Transit in Exclusive Lanes</td>
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<td>Modern Streetcar</td>
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<td>Side-Running in Exclusive Lanes - All Day</td>
<td>Center-Running in Exclusive Lanes</td>
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<td>Moderate ridership</td>
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<td>Excellent cost effectiveness</td>
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<td>Low economic benefit and high return on civic investment</td>
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colfax corridor connections
Potential Evaluation Criteria for Additional Screening

- Placemaking
- Conflicts – Vision Zero
- Travel Time Reliability
- Future Proofing
- Expansion Potential
- Transit Operating Cost
- Agency Support
- Community Support
- Traffic
- Business Access
- Cost
- Passenger Experience
- Walk Access
Questions?
Next Steps
Where Do We Go From Here?

- Identify Local/Regional Funding Sources
- Compete for Federal Funding
- Gather community feedback and complete more detailed design and implementation schedule*

  - Next Task Force Meeting: September

*requires environmental clearance by Federal Transit Administration and funding availability